
MEMORANDUM

TO: Planning Staff

FROM: Duncan Ross

SUBJECT: Amendments to *Southeast Lincoln/Highway 2 Subarea Plan*

DATE: September 7, 2004

COPIES:

Enclosed are amended pages for the Southeast Lincoln/Highway 2 Subarea Plan.
Please replace the following pages with the enclosed:

- Cover page
- Page 9 (amended July 14/15, 2003)
- Page 8 - Figure 2 (amended June 15, 2004)
- Pages 37 through 42 (amended June 15, 2004)

If you have any questions, please contact me.

Southeast Lincoln / Highway 2 Subarea Plan













**Proposed Amendment to the
1994 Lincoln / Lancaster County
Comprehensive Plan**

Revised June 15, 2004

**AS ADOPTED BY THE CITY COUNCIL ON MARCH 26, 2001
AND COUNTY BOARD ON APRIL 24, 2001**

FIGURE 2
SOUTHEAST LINCOLN / HIGHWAY 2
SUBAREA PLAN

-  Urban Residential
-  Special Residential Use (S.R.)
-  Low Density Residential
-  Commercial
-  Commercial Transition
-  Industrial
-  Parks and Open Space
-  Public and Semi-Public
-  Wetland and Water Bodies
-  Natural / Environmentally Sensitive
-  Agricultural
-  Urban Village
-  Future Service Limit
-  Future Road Closing
-  New Arterial Street
-  New Residential Street

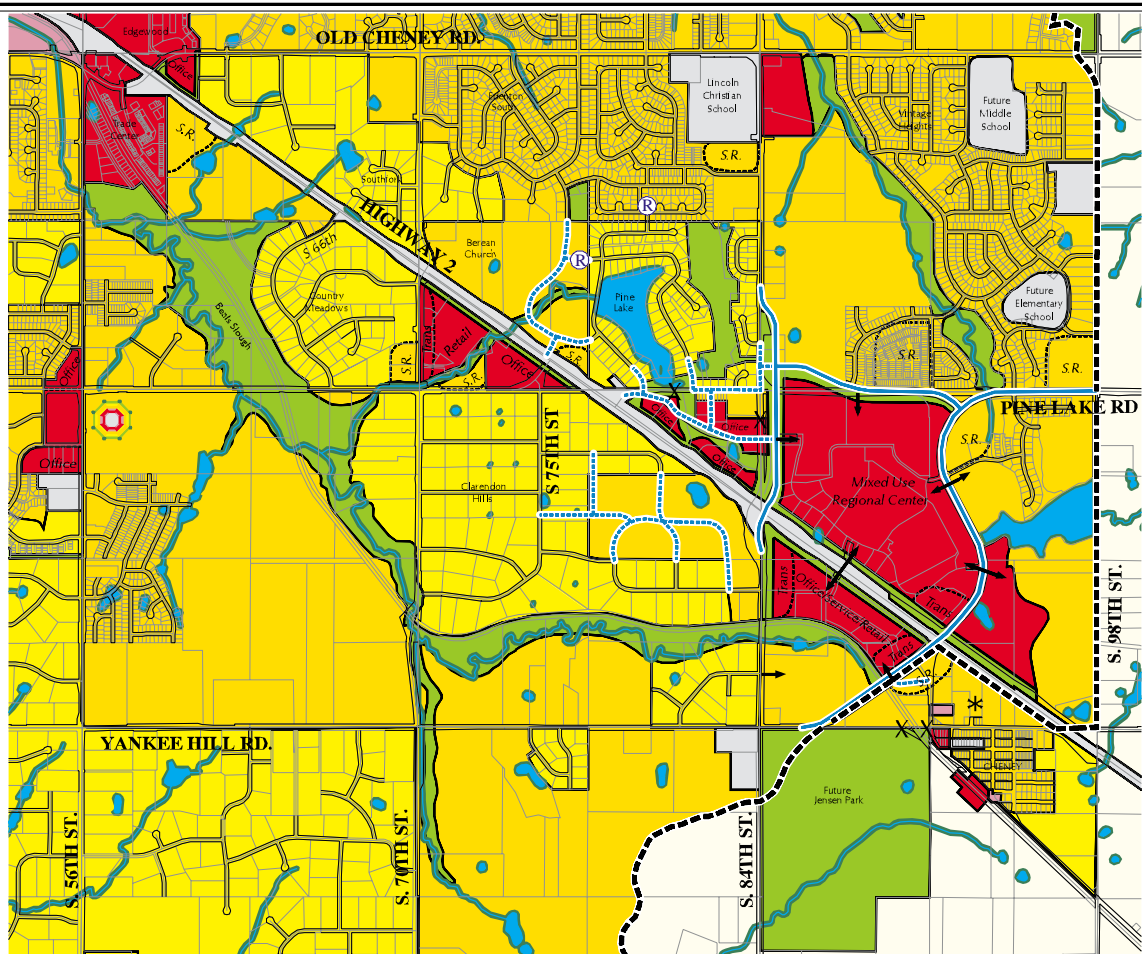
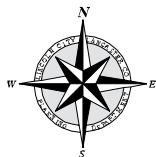
NOTES:

New arterial and residential streets: generalized location subject to future study.

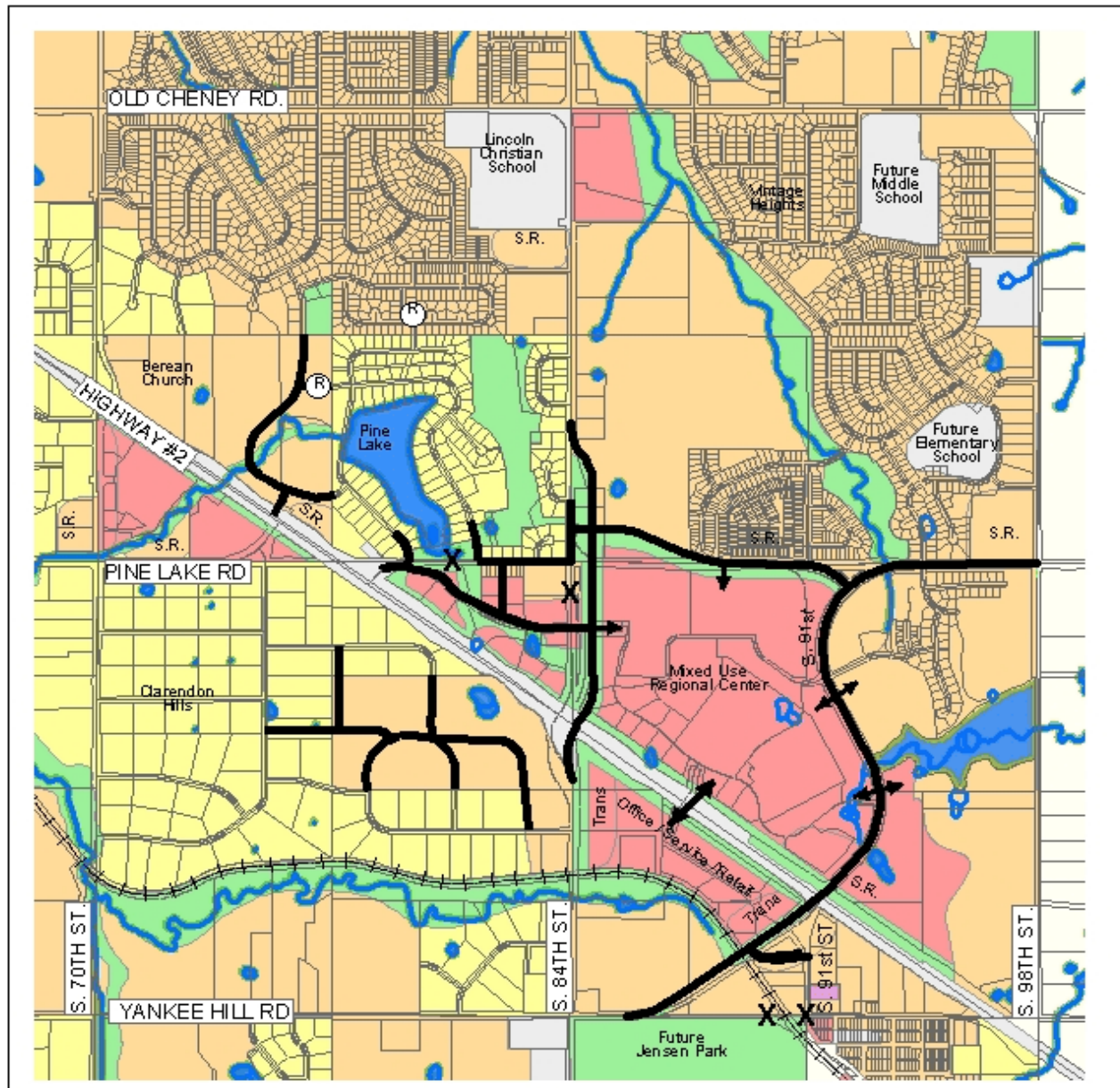
* - See discussion in subarea plan text about future services in Cheney area.

Ⓡ Residential street connections per approved plans and conditions.

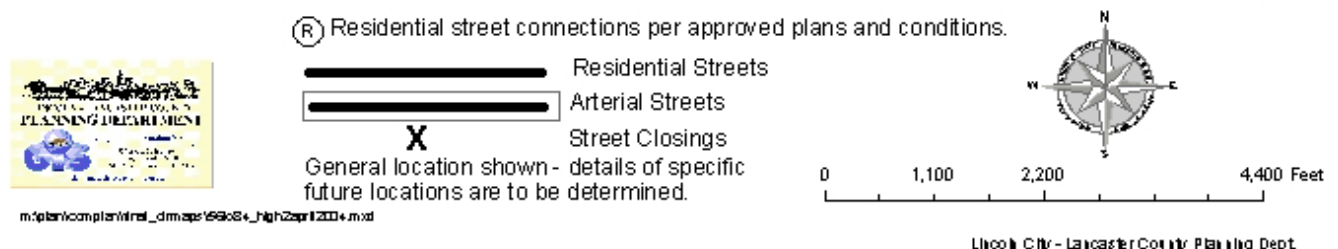
FEET
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Southeast Lincoln / Hwy #2 Subarea Figure 6



Potential Future Street Network Along Highway 2 Corridor



- Pine Lake Road from Highway 2 to S. 84th Street would change from an arterial to a local roadway serving residential areas. As the triangular area south of Pine Lake, between Highway 2 and Pine Lake Road, west of 84th Street develops with residential uses the exact location of the residential road network will be established so that there is access to the new location of S. 84th Street.
- The intersection of Pine Lake Road (eastern segment) at Highway 2 will be changed to a right-in and right-out only intersection. This will benefit Highway 2 traffic and the Pine Lake neighborhood. Special accommodation for left hand turns will have to be made as long as the Southeast Rural fire station at this intersection is in use.
- A new intersection with a traffic signal should be created at the intersection of 87th and Highway 2 to facilitate movement into the new commercial center.
- Relocate Yankee Hill Road and S. 91st Street as shown on Figure 6 so that there is a continuous road from 84th and Yankee Hill Road heading northeast toward 91st and Highway 2 then north to Pine Lake Road. Instead of having both streets intersect Highway 2 at two skewed locations, this new realignment will provide better visibility and one safer right angle intersection at Highway 2. The County Engineer has already purchased the right-of-way south of Highway 2 for the Yankee Hill Road relocation.
- In order to facilitate through traffic moving from 98th and Pine Lake to 84th and Yankee Hill Road the following should be done: 1) a right hand turn lane should be developed on the northwest corner of 98th and Pine Lake Road in order to allow southbound right hand turns to be made, and merge with west bound traffic, without stopping at a signal, and 2) the future signal at this intersection should be timed to facilitate northbound left hand turns from Pine Lake Road onto 98th Street.
- Residents of **Cheney** would access the “new” relocated 91st Street/Yankee Hill Road northwest of the village between the railroad track and Highway 2. (See Figure 6) Full turning movements into Cheney at this intersection shall be permitted. The Cheney access to the new 91st Street/Yankee Hill Road will be temporarily relocated during the initial construction in 2004. Then a new permanent entrance will be built at a slightly different location to the south, connecting into the new 91st Street/Yankee Hill Road northeast of the railroad tracks. This relocation will allow the continuation of the full median opening for the new access road into Cheney.

Once the new 91st Street/Yankee Hill Road is constructed from Highway 2 to Yankee Hill Road, the segment of “old” Yankee Hill Road will be closed on both sides of the railroad crossing. The portion of “old” Yankee Hill Road immediately north of the future Jensen Park and west of the railroad tracks will remain for use for park access. Cheney’s east access to Highway 2 will be reviewed as part of a future study of the 98th and Highway 2 area.

- The Public Works Department, County Engineer and State Department of Roads may have comments on the arterial road network as annexation and zoning proposals with more specific details are submitted.

Issues Yet to Address

- The 2000-2006 CIP includes the following in the subarea:
 - 1) S. 84th Street from 1/4 mile south of Old Cheney to 1/4 mile south of Highway 2 in Fiscal Year (FY) 2003-2004;
 - 2) S. 56th St. from Old Cheney Rd to 1/4 mile south of Pine Lake Rd in FY 2004-2005;
 - 3) Old Cheney Road from Highway 2 to 1/4 mile east of 84th St. in FY 2002-2003;
 - 4) Pine Lake Road from 56th to Highway 2 in FY 2005-2006.
 - 5) Pine Lake Road from 84th to 1/4 mile east of 98th beyond FY 2005-2006.
- The construction and timing of road improvements in the subarea must be coordinated and development. The phasing of commercial development should be tied to the timing of transportation improvements.
- Financing and the obligation of future developments to contribute to the cost of road improvements will need to be addressed in the future with specific development proposals.
- The area of the intersection of S. 98th Street with Yankee Hill Road and Highway 2, north of Highway 2 needs further study. This is a difficult intersection where three roads intersect at odd angles very close to the Highway 2. There has been discussion on if this intersection should remain, be closed or rebuilt in the future as this area urbanizes.

C. Residential Streets

Existing Conditions

- Currently there are not any residential street connections between the Pine Lake and Edenton South/ Cheney Ridge neighborhoods.

Future Needs

- As existing acreage developments are surrounded by urban development, or transition to greater residential densities by subdivision, the upgrading and improvement of key residential streets, including connections with arterial roads must be completed. Prior to development approval, these areas impacted by annexation or adjacent to new developments should have streets brought up to an acceptable standard to satisfaction of the City of Lincoln Public Works and Utilities Department.
- The subarea plan provides that the main access point from Highway 2 to these neighborhoods would be just to the southeast of the Berean Church at the intersection of Highway 2 and Pine Lake Road. Unfortunately, this new north/south residential street requires the crossing of a wetland area. The need for neighborhood connections and access, however, is more important than the preservation of the wetland in this instance since there are not viable alternatives.
- As the property between the Pine Lake and Edenton South/ Cheney Ridge neighborhoods

develop the planned residential road connections need to be completed. The subarea plan provides for multiple connections between these areas (Pine Ridge Lane, Westshore Drive and S. 80th Street.) These residential connections are a typical requirement and integral part of providing access and alternate routes. These connections were planned as part of the original layout of the Pine Lake and Cheney Ridge neighborhoods. Without these connections traffic patterns are focused on a few residential streets.

- Pine Lake residents have expressed safety concerns about opening these planned roads. However, multiple routes are potentially safer than allowing residential traffic to have only a few routes. The new north/south connection to Highway 2, just east of the Berean Church provides an alternative to trips that may have gone through the Pine Lake area. Additionally, without these multiple connections, residents face substantially increased travel times and increased energy consumption

Issues Yet to Address

- Residential street connections at Northshore Drive and S. 80th Street between Pine Lake and adjacent properties have yet to be resolved. The subarea plan shows that Pine Ridge Lane would connect Westshore Drive in Pine Lake with the adjacent property.

D. Railroads

Existing Conditions

- One active railroad line passes through the subarea. It is owned by Omaha Public Power District, and is primarily used to haul coal to its power plant on the Missouri River. This line has at-grade crossings at:
 - 1) Pine Lake Road west of 66th Street;
 - 2) S. 70th Street, north of Yankee Hill Road;
 - 3) S. 84th Street, a 1/4 mile south of Highway 2;
 - 4) Yankee Hill Road, west of 91st Street and
 - 5) S. 98th Street, south of Yankee Hill Road.
- There is potential for travel delays along highly traveled arterial streets where they cross railroads, potentially increasing travel times and air pollution.
- Andermatt LLC proposal to relocate a portion of the railroad tracks between S. 84th Street and Yankee Hill Road in order to expand the commercial area has been withdrawn.

Future Needs

- Detailed development plans will need to focus on a buffer corridor to provide proper separation of the railroad from to the future urban residential uses. Development plans will also need to address the safety issues where both vehicles and pedestrians come in contact with the rail line. A buffer corridor, utilizing existing tree masses and wetlands, may be desirable to separate the railroads from the developing areas.
- The County Engineer is investigating the installation of signals and gates for the rail crossing on S. 84th and S. 120th (outside subarea). Provisions should be made for signals and gates at the railroad crossings of arterial streets.

Issues Yet to Address

- While the railroad line is active, it is not heavily utilized. Long-term plans should be developed to schedule the trains at off-peak motor vehicle travel times or relocate the active railroad line. It would appear that future grade separations may be cost prohibitive given the small number of trains utilizing the railroad line.

E. Trails

Existing Conditions

- Existing hiker and biker trails within the current trails network extend only as far south as Pioneer Boulevard and the east side of S. 70th Street, which is outside of the subarea.

Future Needs

- The Trails Plan (see Figure 8) shows an extension of the Antelope Creek trail as a single trail corridor crossing the study area and completing a connection to Jensen Park. The details of this alignment are not identified and will need to be addressed with the development of the use permit and preliminary plats in the subarea.
- The trails component of future commercial and residential areas will need to address the future trail connections required to serve the future urbanizing area and to link this network to the existing trails system. The trails and pedestrian system will need to focus on connecting the residential areas with the commercial areas, new school sites, and recreational areas.
- The Parks and Recreation Department may have additional comments regarding the annexation and zoning proposals as specific plans are submitted.

Issues Yet to Address

- Potential grade separated trail crossings for the Antelope Creek trail are shown at Old Cheney Road, Pine Lake Road and Highway 2. The most critical grade separated crossing will be at Highway 2. Prior to the approval of annexation or zoning proposals which involve the Highway 2 trail crossing, the details of the grade separated crossing shall be resolved.
- A new generalized trail route from Country View Estates, west of 56th Street to the Beal Slough trail south of Pine Lake Road is shown. This route will need to be further reviewed as specific development plans come forward in this area.

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